

PROJECT 10073 RECORD CARD

2. LOCATION

Keesler AFB, Miss..

4. TYPE OF OBJECT

IND

Ground-Based

1. Aerial

2. Air-Intercept Radar

6. SOURCE

2 civilian men

8. NUMBER OF OBJECTS

2

9. COURSE

IND

12. CONCLUSIONS

☐ Was Balloon
☐ Probably Balloon
☒ Possibly Balloon

☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft

☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical

☐ Other
☐ Insufficient Data for Evaluation
☐ Unknown

3. DATE

10 Aug 52

10/0210

10/0110

GMT

5. PHOTOS

X

7. LENGTH OF SIGHTING

2 - 10 seconds

10. BRIEF SUMMARY OF SIGHTING

Orange, oval shaped object the size of a penny at arm's length, executed erratic maneuvers at speed of about 200 mph. Radar instructor at Keesler and optical worker are the sources.

11. COMMENTS

APPROVED 1 JUNE 1948

(CLASSIFICATION)
Security Information

COUNTRY USA	REPORT NO. IR-4-52	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Report of Sighting of Unidentified Object		
AREA REPORTED ON Southeast Mississippi	FROM (Agency) Wing Intelligence Office Keesler AFB, Mississippi	
DATE OF REPORT 11 August 1952	DATE OF INFORMATION 10 August 1952	EVALUATION P-3
PREPARED BY (Officer) Major Eli S. Fowler, Jr.	SOURCE Mr. [REDACTED]	
REFERENCES (Control number, directive, previous report, etc., as applicable) Ltr, AFOWIN-3/CC-2, Hq USAF, dtd 19 Dec 51, Subj: "(Unclassified) Reporting of Information on Unidentified Flying Objects"		
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112-Part II.)		

1. At approximately 0210 hours, CST, 10 August 1952, Mr. [REDACTED] (observer) and Mr. [REDACTED] (witness) sighted two (2) unidentified flying objects in the sky west of their geographical position of 30°20'N/88°57'W. The objects were reported as being oval-shaped and grayish-orange in color by the observer, [REDACTED], and oval-shaped and orange in color by the witness, [REDACTED]. The size of the objects was reported as being comparable to a penny held at arm's length. No indication as to height or distance was forwarded by the observer but the witness estimated that the objects were at an altitude of approximately two thousand (2000) feet. Speed was estimated by both observer and witness as being approximately two hundred (200) miles per hour. No aerodynamic features were observed.

2. The period of observation was estimated at being five (5) to ten (10) seconds. The objects were first observed at an azimuth of 315° and traveling in a north-north-east direction. The objects were reported as being very maneuverable and executed veering turns to the left and right. No verticle movement was observed. After the five (5) to ten (10) second interval of observation had elapsed, the objects turned to a north-east heading and disappeared from view behind a tall building at approximately 15° azimuth. The observer and witness could distinguish no sound or visible means of propulsion.

APPROVED:

Eli S. Fowler, Jr.
ELI S. FOWLER, JR.
Major, USAF
Intelligence Officer

3 INCL.

1. Weather Data
2. Statement - [REDACTED]
3. Statement - [REDACTED]

DISTRIBUTION BY ORIGINATOR

Orig to Hq USAF

Info cys to CG ATRC, Attn: D/I
CG TTRF, Attn: D/I

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(CLASSIFICATION)

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Security Information

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

Wing Intelligence Office
Keeler AFB, Mississippi

REPORT NO.

IR-4-52

PAGE 2 OF 4 PAGES

Report of Sighting of Unidentified Flying Objects

Information Pertinent to Objects Sighted:

1. Shape:

The shape of the objects was reported as being oval.

2. Size:

The size of the objects was estimated as being approximately that of a penny held at arm's length by observer, (see Inclosure 2) and by witness as being that of the size of a fingernail at arm's length (see Inclosure 3).

3. Color:

The objects were observed as being grayish-orange by observer, (see Inclosure 2) and as being orange by witness (see Inclosure 3).

4. Number:

Two (2).

5. Trail or exhaust:

No trail or exhaust observed.

6. Propulsion System:

No propulsion system observed.

7. Speed:

The speed of the objects was estimated as being approximately two hundred (200) miles per hour by observer, (see Inclosure 2) and at approximately two hundred (200) to three hundred (300) miles per hour by witness (see Inclosure 3).

8. Sound:

No sound was in evidence.

9. Maneuvers:

Objects were reported to be extremely maneuverable and executed sharp, veering turns to both left and right. No vertical movements were observed.

10. Manner of Disappearance:

There was no change of maneuvers from those reported in Item 9 above when the objects disappeared behind a building.

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Security Information

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Wing Intelligence Office Keesler AFB, Mississippi	REPORT NO. IR-4-52	PAGE 3 OF 4 PAGES
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11. Time Sighted: -
Approximately 0210 hours, CST, 10 August 1952. The length of time objects were observed was estimated as being from five (5) to ten (10) seconds.

12. Manner of observation:
Visual observation from a surface location.

13. Location of observer and objects, respectively:
Observer:
Location: Approximately 30°20'N/88°57'W
Objects:
Distance: No estimate of distance was given.
Direction: When first sighted, objects were West of observer at an azimuth of approximately 315°. When last seen, objects were at an azimuth of approximately 15°. Path of travel was North Northeast and Northeast.
Altitude: Observer presented no estimate of altitude; witness estimated the altitude as being approximately two thousand (2000) feet.

14. Information on observer and witness:
Observer:
Name: Mr. [REDACTED], Ocean Springs, Mississippi
Occupation: Radar Instructor, Dolan Hall, Keesler Air Force Base, Mississippi
Estimate of Reliability: Observer appeared to be alert, serious, and fully aware of the significance of his statements.
Experience: No experience in visual aircraft identification; served in United States Navy as a Radar Technician and occasional radar operator.

Witness:
Name: Mr. [REDACTED], Ocean Springs, Mississippi
Occupation: Optical Worker

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(CLASSIFICATION)

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Security Information

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Wing Intelligence Office Keesler AFB, Mississippi	REPORT NO. IR-1-52	PAGE 4 OF 4 PAGES
14. Information on observer and witness (cont'd): <u>Witness (cont'd):</u> Estimate of Reliability: Witness appeared to be intelligent and aware of the significance of his statements. Experience: Witness has had no experience in aircraft identification. 15. Weather and Wind Conditions: See Inclosure 1 hereto. 16. Meteorological Condition (or otherwise) which might account for condition: Unknown. 17. Existence of Physical Evidence: Negative. 18. Interception or identification action taken: Negative.		

Eli S. Fowler Jr.
ELI S. FOWLER, JR.
Major, USAF
Intelligence Officer

PROJECT 10073 RECORD CARD

1. LOCATION

Pt. Dix, New Jersey

2. TYPE OF OBSERVATION

X Ground Based

1. Ground Based

3. SOURCE

2 Soldiers

4. NUMBER OF OBJECTS

1

5. COURSE

12. CONCLUSIONS

☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon

☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft

☐ Was Astronomical
☐ Probably Astronomical

☒ Possibly Astronomical (METEOR)

☐ Other
☐ Insufficient Data for Evaluation
☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

Yellowish orange object about the size of a baseball, was seen by two soldiers from moving auto near Pt. Dix, N.J.

11. COMMENTS

AGENT REPORT

1. NAME OF SUBJECT OR TITLE OF INCIDENT

UNCONVENTIONAL AIRCRAFT

2. DATE SUBMITTED

11 August 1952

3. CONTROL SYMBOL OR FILE NO.

AHOCB 000.5

(Sighting of Unexplained Aerial Object)

4. REPORT OF FINDINGS

a. LOCATION AND TIME OF SIGHTING: While traveling south in automobile towards Ft. Dix, N.J., and approximately 5 miles north northeast of General's Circle, Ft. Dix, N.J., on Highway S-39 at approximately 2330 hours, 10 Aug 52.

b. WEATHER AT THE TIME: Witnesses report clear with moon shining. (NOTE: McGuire AFB report weather at 2330, 10 Aug 52, as: "Cumular Nimbus clouds north of McGuire AFB at estimated 8500 feet; visibility approx 10 miles; WNW wind direction at approx 8 MPH".

c. NAMES, OCCUPATIONS, AND ADDRESSES OF WITNESSES:

Cpl Peter S. Basile, US 51 022 901, Hq & Hq Co, 716th MP Bn (Clark)

Cpl Samuel J. Russo, US 12 108 920, Hq & Hq Co, 716th MP Bn (Clark)

d. PHOTOGRAPHS OF OBJECTS, IF AVAILABLE: None.

e. OBJECT SIGHTED:

(1) Number: One (1).

(2) Shape: Round.

(3) Size: Approximately size of "baseball" to eye.

(4) Color: Bright, yellowish orange.

(5) Speed: Undetermined; object was heading in same direction as car (south). Sighted through right hand window which witnesses rolled down to obtain clearer view. Object in view for approximately 20 seconds.

(6) Heading south when sighted; object shot straight up and then dropped about one-half of distance it went up and then it headed away from car (west) until it faded from sight.

(7) Manueverability: See (6) above.

(8) Altitude: Undetermined; sighted at approximately 45 degree angle from ground.

(9) Sound: None.

(10) Exhaust trail or not: No.

5. TYPED NAME AND ORGANIZATION

JOHN C. WEST, WOJG, USA

W-2 133 716, OACOBES C2, HQ 9th Inf Div

6. SIGNATURE OF SPECIAL AGENT

John C. West

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Hq 1st Army	IR-53-52E	2	2	

a. LOCATION AND TIME OF SIGHTING: While traveling south in automobile towards Ft. Dix, N.J., and approximately 5 miles north northeast of General's Circle, Ft. Dix, N.J., on Highway S-39 at approximately 2330 hours, 10 Aug 52.

b. WEATHER AT THE TIME: Witnesses report clear with moon shining. (NOTE: McGuire AFB report weather at 2330, 10 Aug 52, as: "Cumular Nimbus clouds north of McGuire AFB at estimated 8500 feet; visibility approx 10 miles; WNW wind direction at approx 8 MPH".

c. NAMES, OCCUPATIONS, AND ADDRESSES OF WITNESSES:

Cpl Peter S. Basile, US 51 022 901, Hq & Hq Co, 716th MP Bn (Clerk)

Cpl Samuel J. Russo, US 12 108 920, Hq & Hq Co, 716th MP Bn (Clerk)

d. PHOTOGRAPHS OF OBJECTS, IF AVAILABLE: None.

e. OBJECT SIGHTED:

(1) Number: One (1).

(2) Shape: Round.

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(5) Speed: Undetermined; object was heading in same direction as car (south). Sighted through right hand window which witnesses rolled down to obtain clearer view. Object in view for approximately 20 seconds.

(6) Heading south when sighted; object shot straight up and then dropped about one-half of distance it went up and then it headed away from car (west) until it faded from sight.

(7) Maneuverability: See (6) above.

(8) Altitude: Undetermined; sighted at approximately 45 degree angle from ground.

(9) Sound: None.

(10) Exhaust trail or not: No.

2. Other pertinent information: Both witnesses stated that they were sober at time of sighting. Originally thought the object was a shooting star but because of its size, they changed their minds and reported it to Lt. Thompson, 716th MP BN (Asst Adj). Witnesses did not stop car but observed it out of the right hand window as they were riding along at about 40 MPH.

RESTRICTED
(CLASSIFICATION)

COUNTRY USA	REPORT NO. IR-53-52E	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYOVERPT		
AREA REPORTED ON Ft. Dix, N. J.	FROM (Agency) D/I EADF, Stewart AFB, Newburgh, N. Y.	
DATE OF REPORT 20 Aug 1952	DATE OF INFORMATION 30 August 1952	EVALUATION P. A. T.
PREPARED BY (Officer) PETER B. VENABLE, Major, USAF	SOURCE See Inclosure	
REFERENCES (Control number, directive, previous report, etc., as applicable) Hq 9th Inf Div. Agent Report, Subj: Unconventional A/C, dtd 11 Aug 52, file AHQGB 000.5, fm OACOF S		
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112-Part II.) Report originally submitted to this headquarters on WD-AGO Form 341, Agent Report, by Hq 1st Army. Therefore, forwarding report reproduced on AF FORM 112 per AFL 200-5, par 7d and ICI, Chapter V, Section 2, b.		
APPROVED: PETER B. VENABLE Major, USAF Asst Chief, Combat Intelligence		
1 INCL. Unconventional A/C Rept, Hq 1st Army		
DISTRIBUTION BY ORIGINATOR 2 cys - CG, ADC, Ent AFB, Colorado Springs, Colo., Attn: Deputy for Intelligence 1 cy - ATIC, Wright-Patterson AFB, Ohio, Attn: ATIAA-2C		

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7-3717-10

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AGENT REPORT

1. NAME OF SUBJECT OR TITLE OF INCIDENT

UNCONVENTIONAL AIRCRAFT (Cont'd)

2. DATE-SUBMITTED

11 August 1952

3. CONTROL SYMBOL OR FILE NO.

ANOCB 000.5

(Sighting of Unexplained Aerial Object)

4. REPORT OF FINDINGS

f. Other pertinent information: Both witnesses stated that they were sober at time of sighting. Originally thought the object was a shooting star but because of its size, they changed their minds and reported it to Lt. Thompson, 716th MP BN (Asst Adj). Witnesses did not stop car but observed it out of the right hand window as they were riding along at about 40 MPH.

2

5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT

JOHN O. WEST, WOJG, USA
W-2 133 748, OACOF S G2, HQ 9th Inf Div.

6. SIGNATURE OF SPECIAL AGENT

John O. West

WD-AGO FORM 341
1 JUN 47

U. S. GOVERNMENT PRINTING OFFICE 16-53407-1

~~CONFIDENTIAL~~

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

10 106 1952
Day Month Year

2. Time of day:

09 50
Hour Minutes

(Circle One): A.M. or P.M.

3. Time zone:

(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
b. Standard

4. Where were you when you saw the object?

NORTH LAKE WISC.
Nearest Postal Address City or Town State or Country

Additional remarks: @ 1/2 MILE EAST OF JUNCTION COUNTY E
AND HWY. 74; ON HWY. 74.

5. Estimate how long you saw the object.

Hours Minutes Seconds

5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

6. What was the condition of the sky?

(Circle One): a. Bright daylight
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
e. No trace of daylight
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
b. In back of you
c. To your right
d. To your left + OVERHEAD.
e. Overhead
f. Don't remember

11/1/52

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
- b. A few
- c. Many
- d. Don't remember

8.2 MOON (Circle One):

- a. Bright moonlight
- b. Dull moonlight
- c. No moonlight — pitch dark
- d. Don't remember

9. Was the object brighter than the background of the sky?

(Circle One):

- a. Yes b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(Circle One) a. A mile or more away (a distant car)?

- b. Several blocks away?
- c. A block away?
- d. Several yards away?
- e. Other _____

11. Did the object:

(Circle One for each question)

- | | | | |
|---|-----|----|------------|
| a. Appear to stand still at any time? | Yes | No | Don't Know |
| b. Suddenly speed up and rush away at any time? | Yes | No | Don't Know |
| c. Break up into parts or explode? | Yes | No | Don't Know |
| d. Give off smoke? | Yes | No | Don't Know |
| e. Change brightness? | Yes | No | Don't Know |
| f. Change shape? | Yes | No | Don't Know |
| g. Flicker, throb, or pulsate? | Yes | No | Don't Know |

12. Did the object move behind something at anytime, particularly a cloud?

(Circle One):

- Yes No Don't Know.

13. Did the object move in front of something at anytime, particularly a cloud?

(Circle One):

- Yes No Don't Know.

14. Did the object appear:

(Circle One):

- a. Solid? b. Transparent? c. Don't Know.

- | | | | | | |
|-----------------|------------|-----------|----------------|-----|-----------|
| a. Eyeglasses | Yes | <u>No</u> | e. Binoculars | Yes | <u>No</u> |
| b. Sun glasses | Yes | <u>No</u> | f. Telescope | Yes | <u>No</u> |
| c. Windshield | Yes | <u>No</u> | g. Theodolite | Yes | <u>No</u> |
| d. Window glass | <u>Yes</u> | No | h. Other _____ | | |

1st FIRST YES; THEN I OPENED THE TRUNK DOOR

16. Tell in a few words the following things about the object.

a. Sound NOISE AUDIBLE TO ME.

b. Color BRILLIANT BLUE; FIRST I THOUGHT IT WAS THE SUN OR MY EYE; IT FIRST I THOUGHT IT WAS THE SUN OR MY EYE.

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

I HAVE SUBMITTED A FREE HAND SKETCH TO [REDACTED]; YOU MUST HAVE IT BY NOW. SO, BELOW IS JUST A DISC REPRESENTATIVE THE OBJECT

18. The edges of the object were:

- (Circle One):
- a. Fuzzy or blurred
 - b. Like a bright star
 - c. Sharply outlined
 - d. Don't remember

NOT OUT LINED.

e. Other _____

19. IF there was MORE THAN ONE object, then how many were there? ONLY ONE THAT I

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling. SON

20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension.
_____ feet. *SKYLINE BUILDING; I WOULD SAY (20'-35')*

22. How large did the object or objects appear as compared with one of the following objects held in the hand and at about arm's length?

(Circle One):

- a. Head of a pin
b. Pea
c. Dime
d. Nickel
e. Quarter
f. Half dollar

- g. Silver dollar
h. Baseball
i. Grapefruit
j. Basketball
k. Other _____

*WYBE LARGER
SLIGHTLY.*

- 22.1 (Circle One of the following to indicate how certain you are of your answer to Question 22.

- a. Certain
b. Fairly certain

- c. Not very sure
d. Uncertain

23. How did the object or objects disappear from view? *THE SIZE + BRIGHT GLOWING
FADING AS SMOOTHLY AS IT LEFT; I WATCHED IT
AS LONG AS I COULD; IT BECAME A DARK GLIMMER
AND THEN NOT; I HAD NO OTHER.*

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

*IT SIFTED AROUND; A DRAWING HAS
BEEN SUBMITTED TO [REDACTED] TO MY
GUESS YOU HAVE IT NOW; HOW SLOWLY IT MOVED*

25. Where were you located when you saw the object?
(Circle One):

- a. Inside a building
- b. In a car TRUCK
- c. Outdoors
- d. In an airplane
- e. At sea
- f. Other _____

26. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Flying near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

IT WAS SUCH A BRIGHT OBJECT ON A PERFECTLY
CLEAR BRIGHT SUNSHINY DAY; COULDN'T HELP BUT SPOT
IT; WHENEVER I DRIVE I WATCH THE SKY AS MUCH AS
THE ROAD.

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? (Circle One)

- | | | | |
|--------------|--------------|--------------|----------------|
| a. North | c. East | e. South | g. <u>West</u> |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

28.2 How fast were you moving? @ 30 miles per hour.

28.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

29. What direction were you looking when you first saw the object? (Circle One)

- | | | | |
|--------------|--------------|---------------------------|--------------|
| a. North | c. East | e. <u>South - S.EAST.</u> | g. West |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

30. What direction were you looking when you last saw the object? (Circle One)

- | | | | |
|-------------------------|--------------|---------------------|--------------|
| a. North | c. East | e. South | g. West |
| b. Northwest | d. Southeast | f. <u>Southwest</u> | h. Northwest |

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

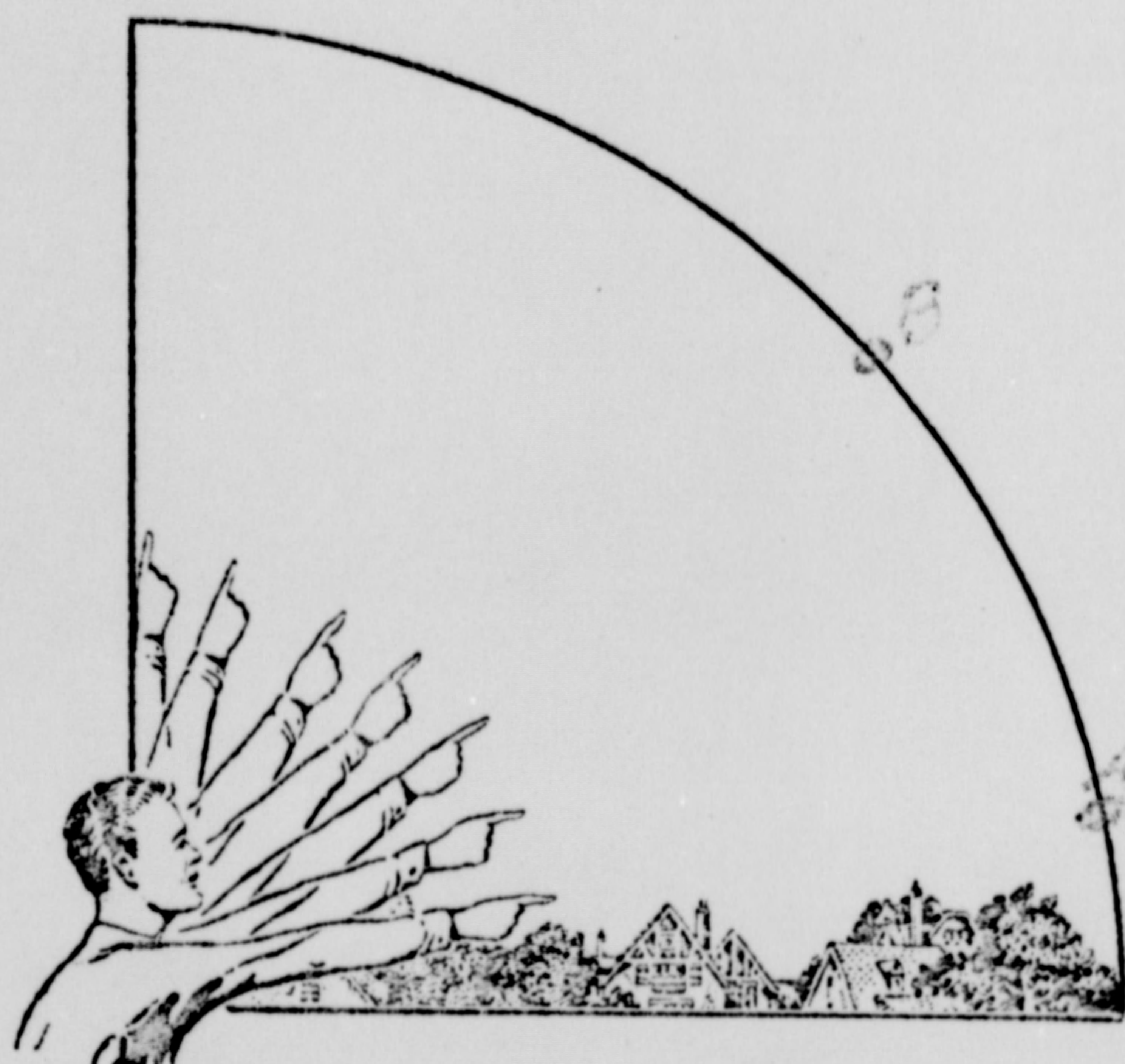
31.1 When it first appeared:

- a. From true North 0160° degrees.
- b. From horizon 020° degrees.

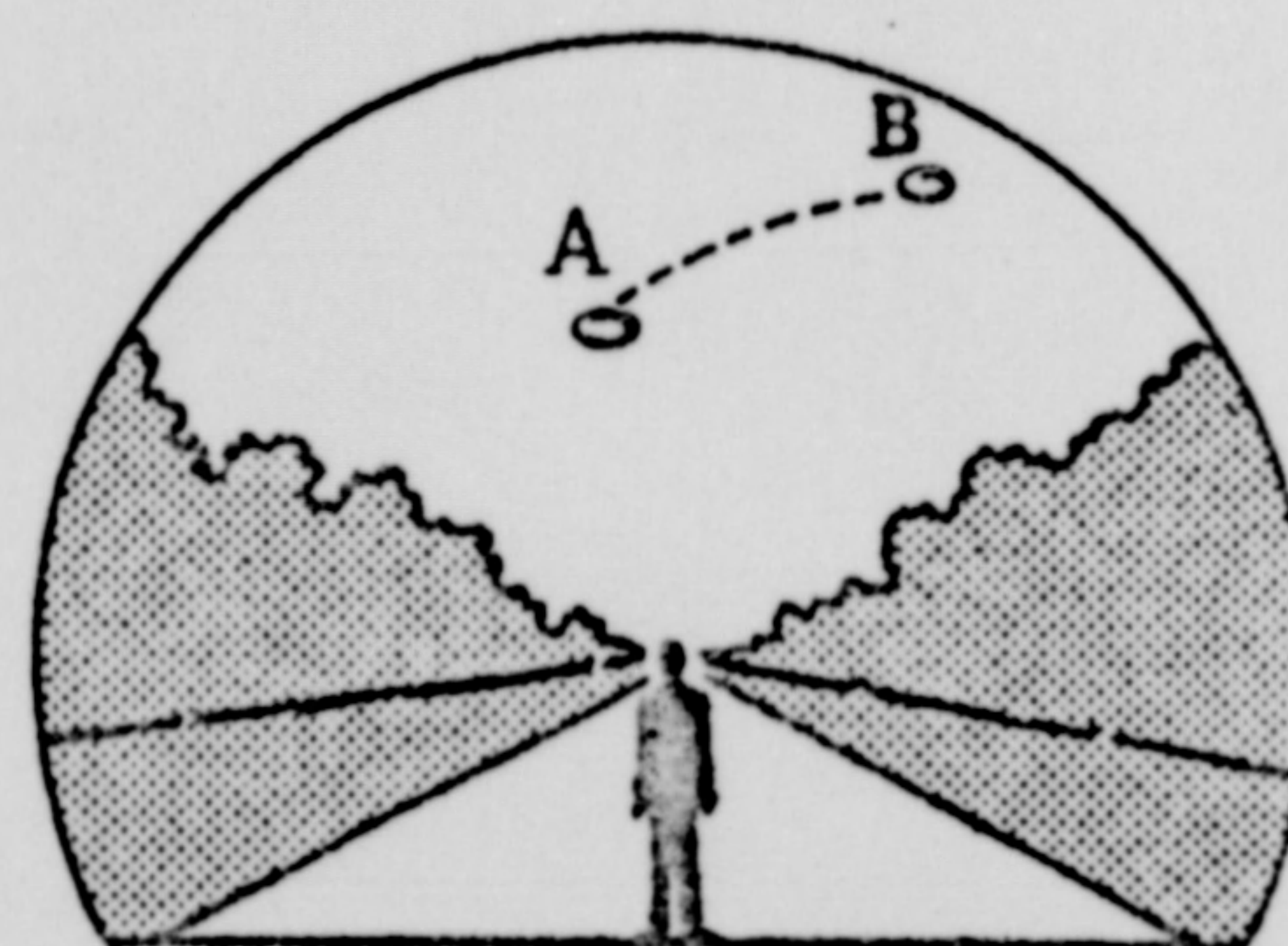
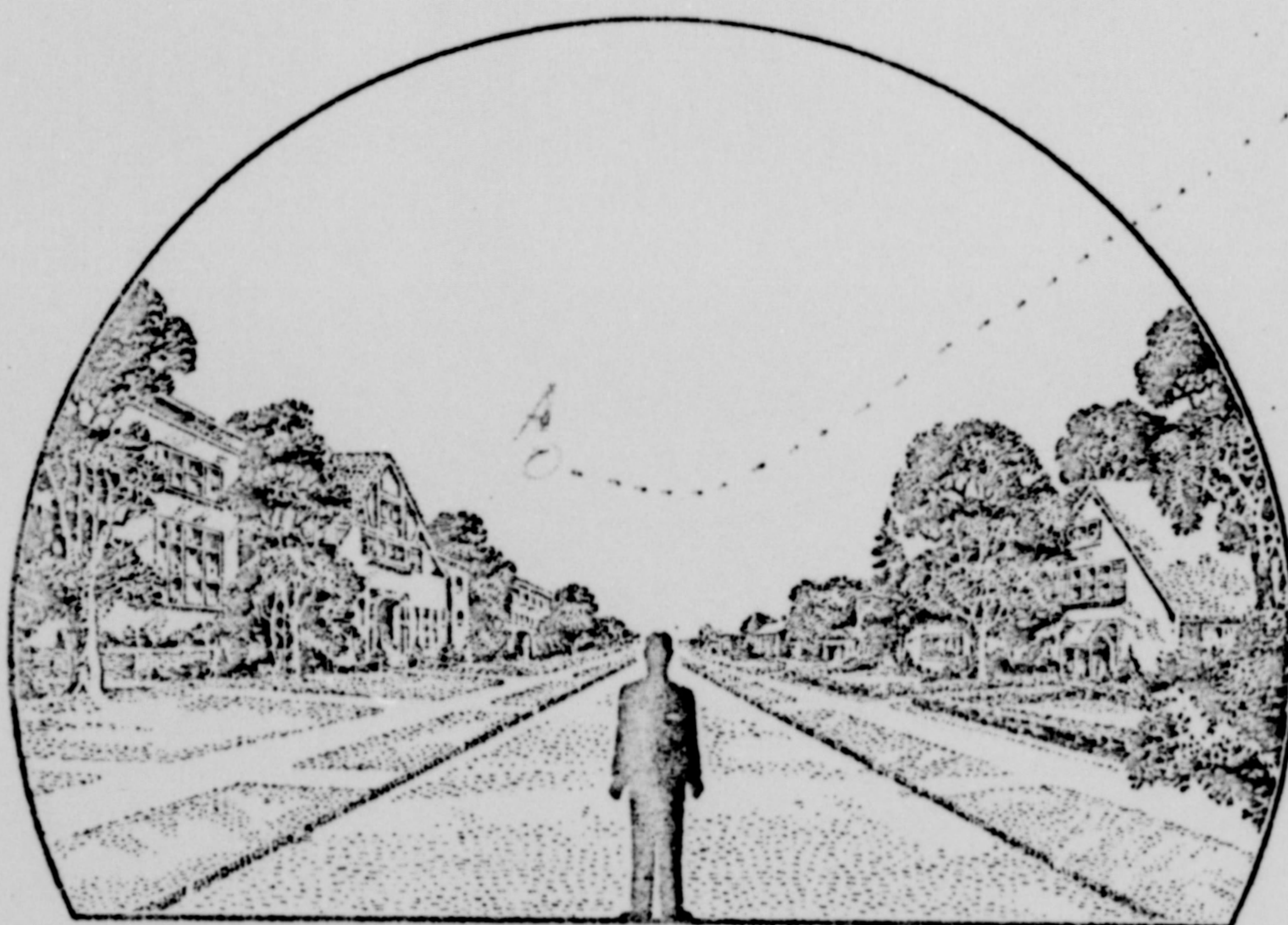
31.2 When it disappeared:

- a. From true North 0260° degrees.
- b. From horizon 045° degrees.

32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the *same* curved line to show how high the object was above the horizon (skyline) when you *last* saw it.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.



34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS (Circle One)

- a. ☒ Clear sky
- b. ☐ Hazy
- c. ☐ Scattered clouds
- d. ☐ Thick or heavy clouds
- e. ☐ Don't remember

34.2 WIND (Circle One)

- a. ☐ No wind
- b. ☒ Slight breeze
- c. ☐ Strong wind
- d. ☐ Don't remember

34.3 WEATHER (Circle One)

- a. ☒ Dry
- b. ☐ Fog, mist, or light rain
- c. ☐ Moderate or heavy rain
- d. ☐ Snow
- e. ☐ Don't remember

34.4 TEMPERATURE (Circle One)

- a. ☐ Cold
- b. ☐ Cool
- c. ☒ Warm
- d. ☐ Hot
- e. ☐ Don't remember

35. When did you report to some official that you had seen the object?

10 10 1952
Day Month Year

THE SAME DAY.
F.B.I. - MILWAUKEE.

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes ☐ No ☒

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes ☐ No ☐

36.2 Please list their names and addresses:

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes ☒ No ☐

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

I BELIEVE IT
IS A NEW MILITARY DEVELOPMENT OF EITHER
ENGLAND OR U.S.A.; I FAVOR U.S.A.; I WOULD THINK
THIS IS A PRETTY FINE COVER UP JOB AND
SMOKE SCREEN YOU BOYS ARE PUTTING UP.

!!! !!!

(Circle One) Yes No

IF you answered YES, then what speed would you estimate?

m.p.h

40. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was?

feet.

41. Please give the following information about yourself:

NAME

Last Name

First Name

Middle Name

ADDRESS

Street

City

Zone

State

TELEPHONE NUMBER

What is your present job?

Age

Sex

Please indicate any special educational training that you have had.

a. Grade school

b. High school

c. College

d. Post graduate

e. e. Technical school

(Type)

f. Other special training

42. Date you completed this questionnaire:

Day

Month

Year

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME [REDACTED]
(Please Print)

(Do Not Write in This Space)

SIGNATURE [REDACTED]

CODE:

DATE April 10, 1953.

WAS ON THE WAY TO A CUSTOMER'S HOME; HEADED WEST ON HWY. 74 @ 1 1/2 MILES OUT OF NORTH LAKE, WISC. WHEN, IN THE MIST OF ENJOYING A BEAUTIFUL CLEAR SKY, I NOTICED THIS VERY BRILLIANT OBJECT MOVING INTO MY RANGE OUT OF THE SO. EAST. IT WAS A BRIGHT CLEAR, WARM, SUNSHINE DAY, AND THIS THING FLASHED IN THE SKY LIKE A MIRROR. AT FIRST I THOUGHT IT WAS THE FLASH OF THE SUN ON THE SURFACE OF A METAL PLANE; BUT IT GOT LARGER AND MORE INTENSE. THE WHOLE THING SLOWED, AND HAD SHAPE. BY NOW I KNEW IT WAS SOMETHING AND HAVING HEARD OF DISCS, RESOLVED TO OBSERVE ALL I COULD, AND REMEMBER IT ACCURATELY AS POSSIBLE. DON'T PUSH THE TRUCK PAST; @ 30 PER. BUT I SLID RUBBER STOPPING THE TRUCK; THE TOOL BOX HIT THE FLOOR FROM THE FRONT SEAT. I THREW OPEN THE DOOR; HIT THE SWITCH AND TOUNDED OUT, HAD MY NOTCH IN MY HAND. IT WAS 9:50 A.M. BY THIS TIME THE THING HAD SLOWED. I THREW MY ARM OUT TO ESTIMATE VALUE AND DISTANCE AND NOTED THE FIELDS BETWEEN AND THE WOODS OVER WHICH IT APPEARED TO BE. WHEN I LOOKED AT IT DIRECTLY AGAIN IT WAS TAKING ON SPEED. IT WAS AT THIS POINT THAT I DECIDED FOR SURE I WASN'T SEEING

THINGS. IT HAD A DEFINITE SHAPE, AND IT COULD CONTROL SPEED. I SAW NOTHING IN OR ON IT. OUT THE ENTIRE PERIPHERY OF THE OBJECT HAD A FULLY, LIVE, BRILLIANT MOVEMENT TO IT; LIKE WHEN YOU HEAT METAL WILL GIVE OFF. IT WAS SOON BRILLIANT AT FIRST BUT MORE BRILLIANT AT ITS (CLOSEST + LOWEST POINT), AND AS IT SPED AWAY IT DIMINISHED TO A FEW DARK LINES AND THEN I SPOT THEM GOVE. I PUT EVERYTHING TO SEEN AND KNEW ON A PIECE OF PAPER, THE WAY OVER TO THE WOODS ON THE HILL AND WATCHED THE SPEEDOMETER SO I WOULD KNOW THE DISTANCE, APPROX.

AFTER MY CALL I WENT TO THE LOCAL NEWSPAPER, AND ASKED THE EDITOR WHO IS A FRIEND OF MINE, WHAT HE WOULD DO. HE ADVISED KEEPING SHOT AND NOTIFYING F.B.I.; WHICH SOME I DID THE SAME DAY.

THIS THING HAS BEEN WEARING HOLES IN MY HEAD, ALL I DECIDED THAT IF THIS THING WASN'T OURS, OUR GOVT. SHOULD KNOW ABOUT IT. THEREFORE I MADE A SKETCH AND SENT IT ON TO [REDACTED] IN WASH. IF THIS THING ISN'T OURS IT'S TOO BAD, CAUSE IT HAS US WHERE IT'S SHORT. IF IT IS OURS WE CAN REPAIR A WHILE; WHICH INCIDENTALLY SEEMS TO BE THE CASE.

I WISH I HAD THE TIME AND CASH; I THINK A THING LIKE THIS CAN BE BUILT; IF WE DON'T HAVE IT ALREADY; AND MUCH SIMPLER THAN THE WAY I SEE IT.

[REDACTED]

[REDACTED]

Washington, D.C.

MEMO ROUTING SLIP

NEVER USE FOR APPROVALS, DISAPPROVALS,
CONCURRENCES, OR SIMILAR ACTIONS

1 NAME OR TITLE DCS/O	INITIALS	CIRCULATE
ORGANIZATION AND LOCATION AFOTN-2A2 Capt Smith	DATE	COORDINATION
2		FILE
		INFORMATION
3		NECESSARY ACTION
		NOTE AND RETURN
4		SEE ME
		SIGNATURE

REMARKS

Action regarding the drawing by Mr. [REDACTED] has been assigned to AFDRD; however, in that he reported the sighting of a "Saucer" this case is forwarded per our conversation for your information and necessary action.

SAFLL 05622-H

Re [REDACTED]

Subject: Sighting of "Flying Discs"

- Encls: 1. Photostat ltr 3/16/53 to Dir Of Intelli.
from [REDACTED]
2. Photo - Ltr 3/9/53 to Mr [REDACTED]
3. Work Order by Bud Thork (Photo)
4. Photostat of Drawing.

FROM NAME OR TITLE J. O. CRAWFORD	DATE 3/19/53
ORGANIZATION AND LOCATION SAFLL-1, Materiel & Operations Branch	TELEPHONE 71304

DD FORM 1 FEB 50

95

Replaces DA AGO Form 895, 1 Apr 43, and AFHQ Form 12, 10 Nov 47, which may be used.

16-48487-4 GPO

[REDACTED]
2nd District, Wis(sin

COPY

CONGRESS OF THE UNITED STATES

HOUSE OF REPRESENTATIVES
WASHINGTON, D. C.

March 16, 1953

Director of Intelligence
Headquarters, U. S. Air Force
The Pentagon
Washington 25, D. C.

Gentlemen:

Enclosed herewith is a letter and drawing I received from a constituent of mine, Mr. P. [REDACTED] Nashotah, Wisconsin, relative to "Flying discs".

This material is for your information, and I would appreciate any comment you might care to make concerning it.

Very truly yours,

[REDACTED]

GED: ml

Enclosures (Letter and drawing)

P. S. : I would appreciate having this correspondence returned to me after it has served its purpose.

[REDACTED]

Encl #1
COPY

9 Mar 1953
Nashotah Wis.

Dear [REDACTED]

In my last letter to you I mentioned this flying disc deal. To be short about it; it's been almost constantly on my mind since I saw that one I told you about. That's been 6 months now, and being of a mechanical turn of mind I been thinking holes in my head trying to figure out how such a thing could work. Flying takes up most of my spare time any how anything connected with aircraft is current around our place.

Now there could be just a bare chance that his disc deal could be long to a unfriendly power, and that thought alone has spurred me on to trying to realize how this thing can work. Now I have neither the capital nor the time to devote to making models or full scales, but I do have ideas, and for what they are worth to my Govt', they are available. I have taken the initiative of sending you a simple drawing of this thing as I conceive it in a working device. I don't even know if or how it would work, but if it did the next thing would be to find someone craze enough to try fly it. The basic idea is that of a Gyro. It has to do with centripetal force and centrifugal force. With the advent of the jet engine or a modification of it this thing is possible. From the view of the one I saw it revolved around a center of gravity. It also was symmetrical in every respect. It would have had to be so; in view of the terrific speeds it is capable of. It's shape on top and bottom indicated large centered bearings. Just using that general shape as a started, the rest followed. I am going to assume a diameter of 30' for such it seemed to be. With speeds of jet engines at @ 7000 rpm. and 30 feet as a working dia. speeds with such a device could be of the nature of 3000 to 3500 MPH. This takes into consideration the normal slippages of air and the loss of efficiency in normal fluid drives. You see I see this thing as a gyro inside of a movable speed shell and all surrounded by and coupled to the gyro frame. The base thrust bearing is the key to all motion being transmitted; and it is actuated by a balance of oil pressures.

Now, the gyro itself is a turbo jet, and it's shape again I see as from the one I saw that day. It looks to me like a gas turbin of the old fashioned style, such as were built for the oil fields to burn their gasses and generate power. In other words this thing looks like an offshoot on the jet powered airplane; just a different version of it, and brother wat a version. It has all the things that make common airplanes tough to design; beat. This thing has simplicity; less vulnerability strength; few moving parts; simplicity. It has only one major moving part; and that's the jet gyro. The wear and tear is all done by erosion and if I'm any guess that is all whipped already. They have some wonderful metals today what with monel and all the family of stainless steels.

These things are not very large [REDACTED] and it points to a new fuel of some sort; probably rocket fuel. There is something else; the matter of the men to man such a ship. No doubt the cockpit must be pressureized; it's a circular pit you know, and it must have windows most all around. This pit is the center jacket of the ship and must needs float on oil pressure and it could be held in any point of the compass by regulation of pressures of oil in the chamber it floats on; pressure on vains could rotate it one way or the other. This thing could go straight up by just thrusting straight down; presto you got a super duper auto gyro. Or it could have a squirrel cage rotor with

COPY

many small vanes. This could lift straight up. Also by tilting the angle on the gyro three dimensional motion could easily be accomplished. That this thing exists I'm as sure as I know you. That this thing is a take off on something as I have described I'm equally sure of. It is very obvious to me that much wiser heads than mine are grinding away on this thing, and I hope that they have the dough to make that dream come true. More important; I hope they can get someone to get Uncle Sam to listen. This thing is dynamite ~~_____~~ I cannot stress that point too strongly. It fires my imagination to the point where it's always on my mind. The possibilities of this thing are tremendous and frightening. You have to see one of these things to appreciate the situation. You get awful small in awful big hurry.

I suppose the thing to do is to keep my mouth shut about what I think and it don't pay to tell anyone except someone like you who can do something about it if the idea has any merit. Even a small working model of this thing would be tremendously expensive to build; so it's out of my realm to attempt. Someone has this thing Glenn and it's just barely possible that it isn't friendly. Frankly it's my opinion that our Govt, knows about it; it may even be ours, but I don't think so. It's got to be either Canada's or England's if it isn't ours. If it's England's, well then maybe there well again be a sunless England.

Dont take any wooden nickels;
That dinner is waiting for your any
time you want it; bring the family.
Our company meal is spaghetti and
meatballs Hi. Hi.

Respectfully

S. ~~_____~~

The [REDACTED]

COPY

[REDACTED]
Hartland, Wisconsin

Dear [REDACTED]

Feel funny about sending you this. If it gives one guy an idea, who can do something about it in our Govt, it will have been worth it. If this thing isn't ours or Englands than the sooner we get at it the better. This thing I've sketched may be somewhere close to the real thing. It may be powered differently, or the linear fans may be radial, I had a pretty good look at this thing and while the drawing is a lot of guesswork as concerns shape of ports and size of jet; it was disc shaped with a hump on top and a bulge below.

May I offer my apologies for the poor typing and errors but time is short around here, and there is no secret. At least you seem to have got everything I've written you. It appreciates the time you spend in my behalf; you are very busy. I wouldn't bother you if I could get at the answers alone; believe me you have been very helpful. I don't always agree with you but usually your answers help me decide. May I offer you any assistance on this end that you may be apt to ask.

There is no other copy of this drawing. If it shows importance, turn it over to proper authority, and advise me of same. If this thing is ours and you are aware of it just forget I ever wrote this - and destroy the drawing.

[REDACTED]

COORDINATION

UNCLASSIFIED

OR - INSERT NO
FORGNTL CODE AND
FULL SIGNATURE

SUBJECT: (uncl) Material for Project Blue Book - 20 Mar 53

TO: AFON-2A2

FROM: ATIC

DATE:

8 APR 1953

COMMENT NO. 2

Attn: Capt H.B. Smith

Lt Olsson/jos

65365/B263A/PA30

ATIAE-5 has received the information concerning Mr. [REDACTED] theories on an unidentified object which he sighted sometime in the past. ATIAE-5 has sent him a letter and our standard USAF Technical Information Sheet. A copy of the letter is inclosed for your information. It is assumed that AFDRD and your office are keeping Representative G. R. Davis informed of the entire matter.

1 Incl

w/d 1 Incl, Ltr fr

[REDACTED] Ren

Added 1 Incl

1. Cy ltr to

Mr. [REDACTED]

ROBERT C. BROWN

Major, USAF

Air Adj. Gen.

DESIGNATE AUTHD OFFICE OF RECORD

UNCLASSIFIED
OFFICIAL FILE COPY

COPY

UNCLASSIFIED

COPY

(Uncl) Material for Project Blue Book

Chief, Air Technical Intelligence Center
Wright-Patterson Air Force Base

Current Intelligence Branch,
Topical Division,
Directorate of Intelligence
DCS/Operations, USAF

1
AFOIN-2A2/[REDACTED]

Inclosure is for your information, appropriate action and retention. Action has been assigned to AFDRD since the problem is one of design, however, since [REDACTED] reports having seen an unidentified flying object suggest that investigation be made of the incident. In view of Representative Davis' personal interest in the case this latter suggestion is particularly stressed.

1 Incl

[REDACTED]
Washington D. C., 16 Mar 53

S/WELDON H. SMITH
Colonel, USAF
Chief, AFOIN-2A2

C
O
P
Y

UNCLASSIFIED

COORDINATION

INSERT
ORGNL CODE AND
FULL SIGNATURE

R. O. [signature]
1LT

ATIAE-5

3 APR 53

[signature]

ATIAE-5

3 APR 53

ATIAE-5

6 APR 53

In reply refer to
AFCIN-ATIAE-5

RMO/jos/65365

8 APR 1953

Hartland
Wisconsin

Dear [redacted]

The Air Technical Intelligence Center was recently notified by Representative [redacted], member of the House of Representatives from your state, that sometime in the past you had made a sighting of an unidentified aerial object. Consequently, since the Air Force is collecting and analyzing such sightings, you will find inclosed a USAF Technical Information Sheet to be completed in connection with your observation. The subject questionnaire should be completed by you and returned to the Air Technical Intelligence Center at your earliest possible convenience.

The Air Technical Intelligence Center wishes to thank you for your interest in the Air Force's official project on unidentified aerial phenomena and assures you that the information included on the questionnaire will be carefully analyzed.

Sincerely,

2 Incls

1. Tech Info Sheet
2. Ret Add Env

ROBERT C. BROWN
Major, USAF
Air Adj. Gen.

DESIGNATE AUTHD OFFICE OF RECORD

OFFICIAL FILE COPY

Case includes ~~five~~ ^{five (5)} ~~(4)~~ photocopied
4 narrative + 1 drawing.

Congress of the United States

House of Representatives

Washington, D. C.

March 16, 1953

Director of Intelligence
Headquarters, U. S. Air Force
The Pentagon
Washington 25, D. C.

Gentlemen:

Enclosed herewith is a letter and drawing I received from a constituent of mine, [REDACTED] of Nashotah, Wisconsin, relative to "flying discs".

This material is for your information, and I would appreciate any comment you might care to make concerning it.

Very truly yours,
[REDACTED]

BT:cm

Enclosures (letter and drawing)

PAS: I would appreciate having this correspondence returned to me after it has served its purpose.

SAC [REDACTED]

Mar 9 1958

Nashville, Tenn.

Dear Glenn:

In my last letter to you I mentioned this flying disc deal. To be short about it: it's been almost constantly on my mind since I saw that one I told you about. That's been 6 months now, and being of a mechanical turn of mind I been thinking holes in my head trying to figure out how such a thing could work. Flying takes up most of my spare time anyhow and anything connected with aircraft is quite in our place.

Now there could be just a bare chance that this disc deal could be long to a unfriendly power, and that thought alone has spurred me on to trying to realize how this thing can work. Now I have neither the capital nor the time to devote to making models or full scales, but I do have ideas, and for what they are worth to my Govt, they are available. I have taken the initiative of sending you a simple drawing of this thing as I conceive it in a working device. I don't even know if or how it would work, but if it did the next thing would be to find someone crazy enough to try fly it. The basic idea is that of a gyro. It has to do with centrifugal force and centrifugal force. With the advent of the jet engine or a modification of it this thing is possible. From the view of the one I saw it revolved around a center of gravity. It also was symmetrical in every respect. It would have had to be so, in view of the terrific speeds it is capable of. It's shape on top and bottom indicates large centered bearings. Just using that general shape as a starter, the rest followed. I am going to assume a diameter of 50' for such it seemed to be. With speeds of jet engines at 67000 rpm, and 30 feet as a working dia. speeds with such a device could be of the nature of 3000 to 3500 MPH. This takes into consideration the normal slippages of air and the loss of efficiency in normal fluid drives. You see I see this thing as a gyro inside of a movable speed shell and all surrounded by and coupled to the gyro frame. The base thrust bearing is the key to all motion being transmitted, and it is actuated by a balance of air or oil pressures.

Now, the gyro itself is a turbo jet, a little shape again I see as from the one I saw that day. It looks to me like a gas turbine of the old fashioned style, such as were built for the oil fields to burn their gas and generate power. In other words this thing looks like an offshoot of the jet powered airplane, just a different version of it, and another what a version. It has all the things that make common airplanes tough to design: heat, this thing has simplicity, less vulnerability, strength, few moving parts, simplicity. It has only one major moving part, and that's the jet gyro. The wear and tear is all done by erosion and if I'm any guess that is all whipped already. They have some wonder of metals today what it with monel and all the family of stainless steels.

These things are not very large and it points to a new fuel or some sort, probably rocket fuel. There is something else, the matter of the men to man such a ship. No doubt the cockpit must be pressurized, it's a circular pit you know, and it must have windows most all around. This pit is the center jacket of the ship and must needs float on oil pressure and it could be held in any point of the compass by regulation of pressures of oil in the chamber. It floats on pressure on valves could rotate it one way or the other. This thing could go straight up by just thrusting straight down, presto you got a super super anti gyro. Or it could have a squirrel cage rotor with

HARTLAND WISCONSIN

Specialists in

HARTLAND, WISCONSIN
[REDACTED]
Specialists in
[REDACTED]
[REDACTED] **ION**

ION

References

Stehens und Der Wall

WATER PUMPS

Merchandise

is only as good as the

SERVICE

Don't go along with it

many small vessels. This could easily be done up. Also by holding the angle on the gyro the 6 dimensional motion could easily be accomplished. That this might be done I'm sure as I know you. That this might be done I'm sure as I have described it in detail. I'm sure of it. It is very obvious to me that much more than this might be accomplished by the gyro, and I hope that they have the dough to make their system come true. I hope they can get some more.

get Angle to listen. This thing is important. I cannot stress that point too strongly. It sticks my imagination to the point where it's always on my mind. The possibilities of this thing are tremendous and frightening. You have to see one of these things to appreciate the situation. You get a real angle in an awful big hurry.

I suppose the thing to do is to keep my mouth shut about what I really think, and in that way to tell anyone except someone like you who can do something about it in the case has any merit. Even a small work in my model of this thing would be financially expensive to build. It's out of my realm to attempt. Someone has this thing shown and it's just barely possible that it is impractical. Really it's my opinion that our Govt. knows about it. It may even be ours, but I don't think so. It's got to be either Canada's or England's if it really comes. If it's England's, well then maybe there will again be a summer in England.

THE UNIVERSITY OF CHICAGO
LIBRARY
CHICAGO, ILLINOIS 60637

Respectfully,

WORK ORDER

Dear [REDACTED]

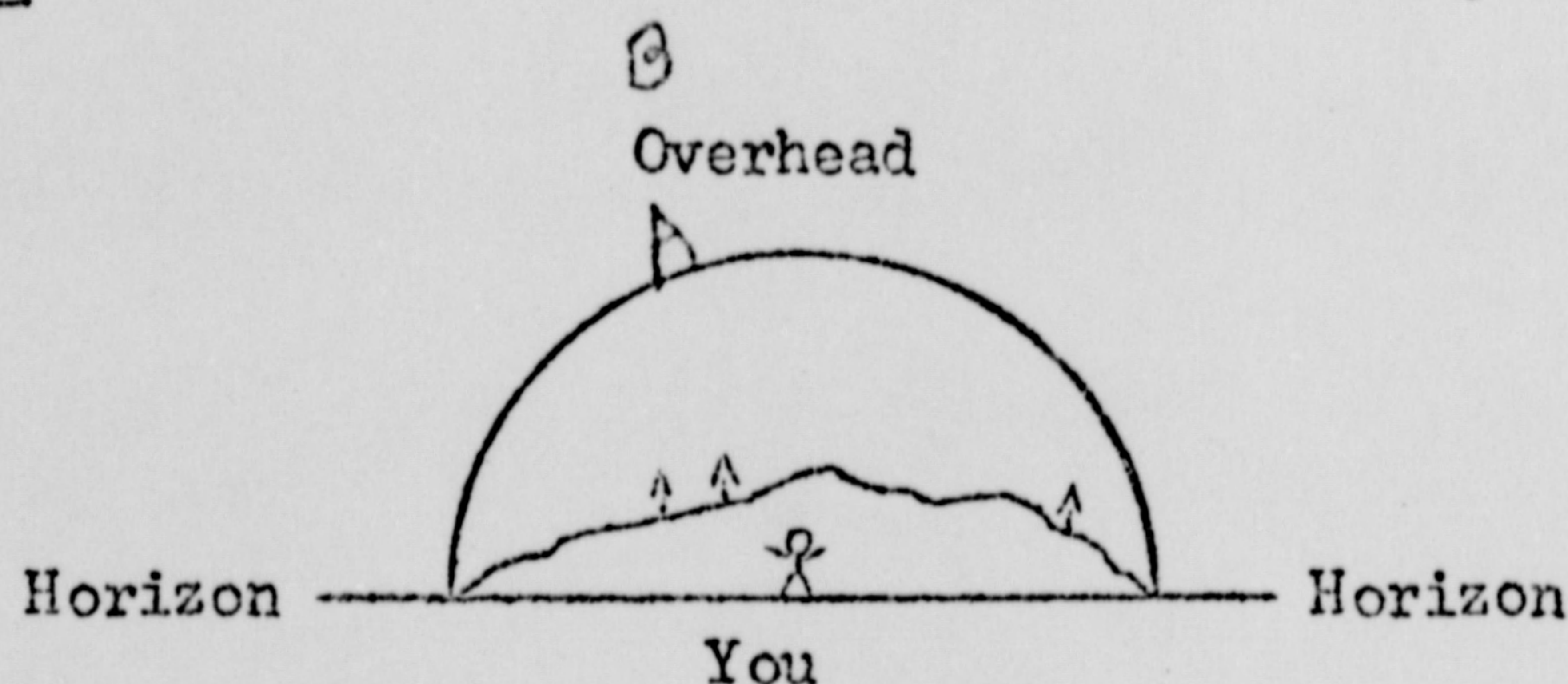
Feel funny about sending you this. If it gives one guy who can do something about it in our Gov't, it will have been worth it. If this thing isn't one of England's then the sooner we get at it the better. This thing I've sketched may be somewhere close to the real thing. It may be powered differently, or the fuselage may be radial. I had a pretty good look at this thing and while the drawing is a lot of guesswork as concerns shape of ports and size of jet, it was disc shaped with a hump on top and a bulge below.

May I offer my apologies for the poor typing and errors but time is short around here, and there is no secret. At least you seem to have got everything I've ever written you. I appreciate the time you spend in my behalf; you are very busy. I wouldn't bother you if I could get at the answers alone; believe me you have been very helpful. I don't always agree with you but usually your answers help me decide. May I offer you any assistance on this end that you may be apt to ask.

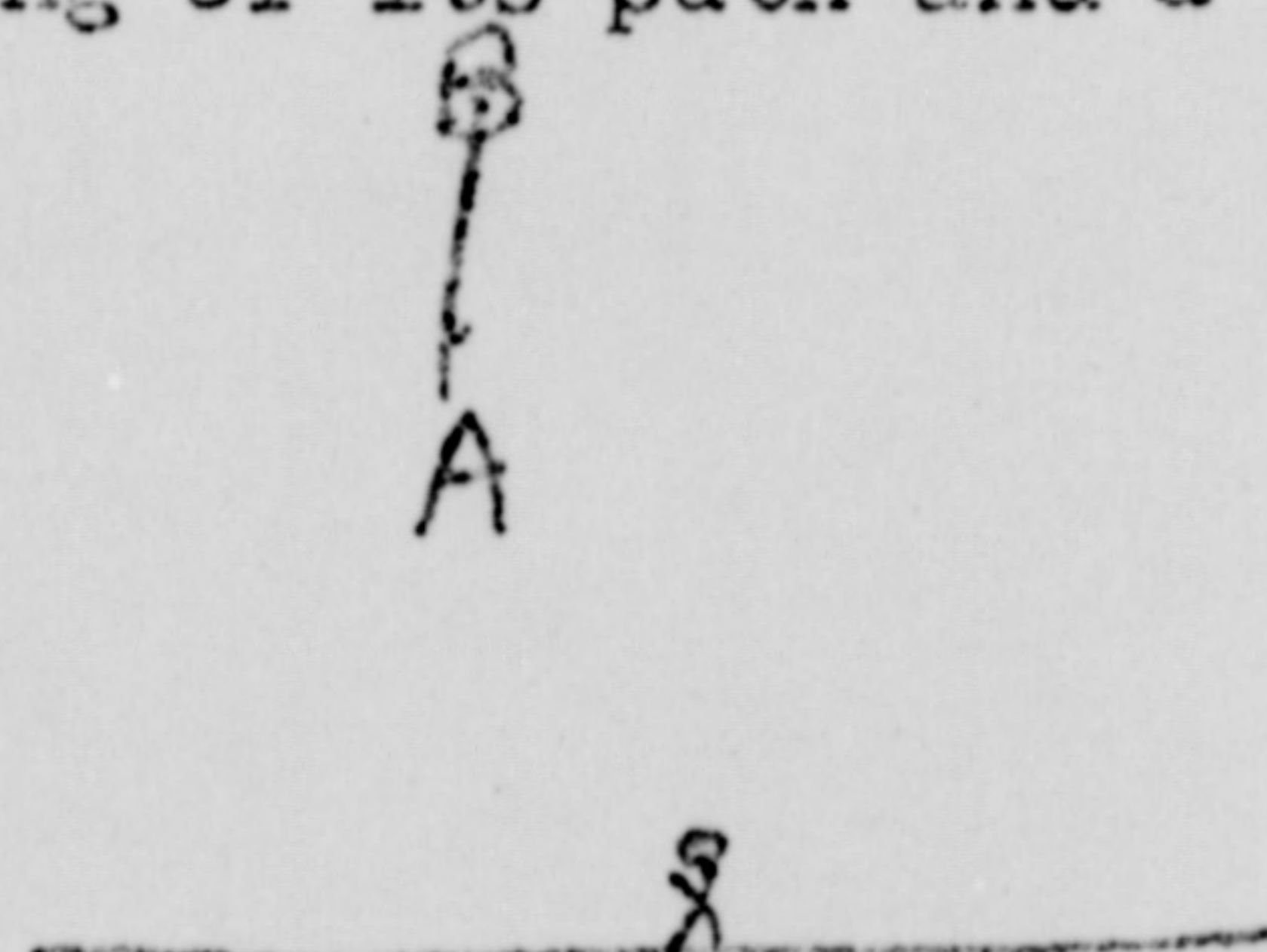
There is no other copy of this drawing. If it shows importance, turn it over to proper authority, and advise me of same. If this thing is ours and you are aware of it, at least forget I ever wrote this and destroy the drawing.

Per [REDACTED]

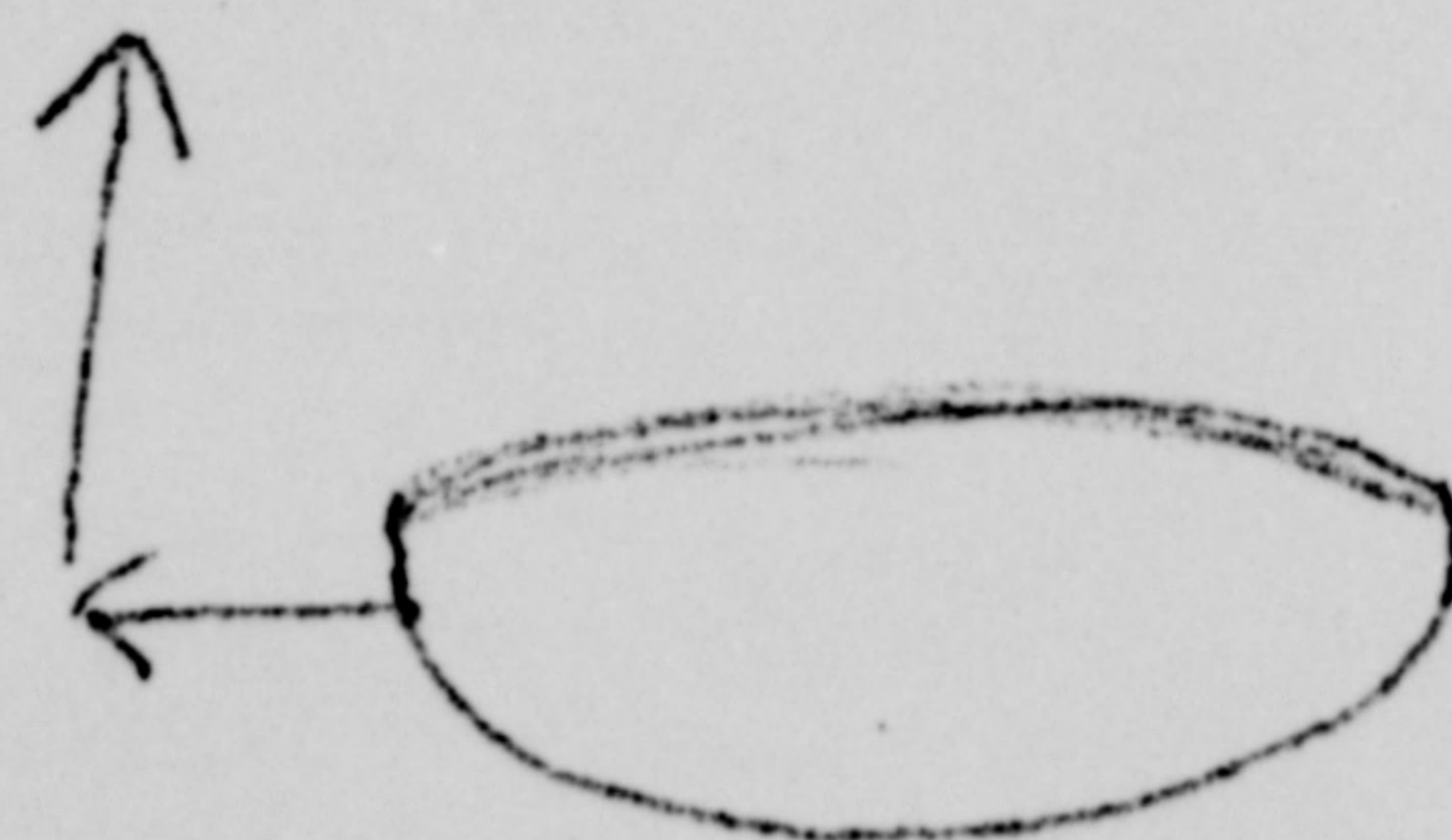
23. In the following sketch place an "A" at the position the object was when you first saw it, and a "B" at its position when you last saw it.



24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.



25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw and place an arrow beside the drawing to show the direction the object was moving.



moved in direction of bus for a few seconds then straight up and disappeared.

SECTION E

26. Was this the first time that you have seen an object like this?

(Circle One): Yes or No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones? _____

27. In your opinion what do you think the object was and what might have caused it?

The object was a large silver half-ball-round at the bottom and fairly flat on top, without wings. Have no opinion as to what might have caused it.

28. Give the following information about yourself:

NAME [Redacted] [Redacted] [Redacted]
Last Name First Name Middle Name

ADDRESS [Redacted] Wash 9 DC
Street City Zone State

TELEPHONE NUMBER [Redacted]

What is your present job? Adm Asst, Office Chief Signal Officer, D/A
Age 54
Sex Female

29. Was anyone else with you at the time you saw the object?

(Circle One): Yes or No *The bus was crowded but I did see anyone I knew.*

29.1 IF you answered YES, did they see the object too? Unknown

(Circle One): Yes or No

29.2 Please list their names and addresses:

[Redacted]
[Redacted]

30. Please add here any further comments which you believe are important.
Use additional sheets of the same size paper, if necessary.